

The Hongkong Telegraph.

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THURSDAY, OCTOBER 24, 1907.

四拜禮

號四十二月十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,050,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIYANG.
HONGKONG. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANGCHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,

Manager.

Hongkong, 26th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDLE HOUSE, E.C.
LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every description
of Banking and Exchange Business
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalangan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Amoy,
Kobe, Yokohama, Hongkong, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspond-
ents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits: 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000

STERLING
£1,000,000 at 2/- = \$10,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shilling, Esq.
A. Gault, Esq. R. Shewan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lenneman, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. K. SMITH.
Shanghai—F. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.
Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,

Manager.
Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (£833,333).
Reserve Fund FL. 2,112,570.36 (£176,048).

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-
rang, Indramajoo, Bandong and Welte-
vreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: {The Williams Deacons Bank, Ltd.
" {Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives
for collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Accounts at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BORTJE,

Manager.
16, Des Vaux Road Central.
[19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN TOMES & Co.

Agents.
Hongkong, 31st July, 1907. [707]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI DEVANHA About 1st Freight and
Capt. T. H. Hild, R.N.R. Nov. Passage.

LONDON, &c., via usual Ports (DELI) About 1st See Special
of Call Capt. J. D. Andrews, R.N.R. Nov. Advertisement.

SHANGHAI, MOJI, KOBE & PALERMO About 2nd Freight only.
YOKOHAMA Capt. E. G. Andrews Nov. Passage.

SHANGHAI, MOJI, KOBE & SYRIA About 10th Freight and
Capt. D. C. Gregor, R.N.R. Nov. Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd October, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

New Stock of

LINCOLN & BENNETTS'

HARD & SOFT FELT HATS

IN THE LATEST LONDON STYLES



\$5.00 each



\$7.00 each

SCOTTS' TWEED CAPS.

TELEPHONE 37.

LANE, CRAWFORD & CO. [25]



CALDBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

Telephone
No. 75.

15, Queen's Road Central.

ESTABLISHED 1864.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY.

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 27th October.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00
" 60 on the following day 5.00
" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 22nd October, 1907. [67]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,
THE MUTUAL STORES.

and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

LADIES COME AND SEE 25,000 FRANCS WORTH OF
NE GOODS.

OUR PRICES DEFY COMPETITION. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [35]

Hotels.

TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [740]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKUN).

SHAMKUN, CANTON.

ON THE BRITISH CONCESION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. [25]

W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAIA, near the TRAM TERMINUS, Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 21st June, 1907. [29]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain J. Everett.
 "POWAN," 2,358 " " " H. I. Black.
 "FATSHAN," 2,350 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch (At Dock).
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodations.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,551 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays, Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons, Captain W. Reynolds.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,586 tons, Captain S. Bell-Smith.
 "NANNING," 1,569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 24th October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. The steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only first-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. K. 4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,

Proprietor.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[57]

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "PRINZ LUDWIG" About TUESDAY,
and YOKOHAMA } Capt. v. Binzer 29th Oct., 1907.NAPLES, GENOA, ALGIERS, } "ROON" WEDNESDAY,
GIBRALTAR, SOUTHAMPTON, } Capt. G. Meiners Noon, 5th Nov., 1907.
ANTWERP and HAMBURG }MANILA, NEWGUINEA, SAMAR, } "PRINZ WALDEMAR" THURSDAY,
RAI, BRISBANE, SYDNEY and } Capt. W. v. Senden Noon, 7th Nov., 1907.
MELBOURNE }YOKOHAMA and KOBE } "PRINZ SIGISMUND" About FRIDAY,
Capt. D. Lenz the 15th Nov., 1907.KUDAT and SANDAKAN } "BORAKO" Beginning of Nov., 1907.
Capt. P. Sembill }

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th October, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	Second half Nov.
TJIMAH	JAPAN	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 24th October, 1907.

[13]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th June, 1904.

[60]

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905

[61]

THE JAPANESE MATCH COMBINE.

LATEST DEVELOPMENTS.

The *Japan Chronicle* says:—The preparations on the part of the Japanese manufacturers in connection with the proposed match combination, which have called forth considerable adverse comments, on account of the extraordinary delay in arranging the preliminaries, appear to have at last made some progress. We now learn that the valuation of seven or eight of the leading factories in Osaka and Kobe has been practically decided upon, and the Japan Match-Stick Company—lately formed in Osaka—has also agreed to join the combination. It has now been arranged that seven or eight leading manufacturers just mentioned should float a company preparatory to the actual combination, and upon the arrival from England of Dr. Rutherford Harris, who is due in Japan about the end of this month, the prospectus will be published. The value of the factories of about 50 manufacturers who are to join the combination will then be investigated.

THE DOG ON THE EAST.

I have not looked him up in the text books nor do I even know whether he possesses any classical name different from that of his civilised brother in the west, but of this I am quite certain that if perhaps not as nobly bred, he is still an animal of peculiar interest and possesses many estimable qualities. There are many varieties of him and doubtless if a dog lover really cared to do so he could build up quite a respectable pedigree book containing many and varied classes. Taking him on the whole he is, as a rule, a beast of peculiarly cheerful temperament and considering the many perils which beset his path in this part of the world, he shows but little sense of the fact that life is but a fleeting joy. There are of course two distinct classes of eastern dogs, the pariah pure and simple, that is in name, and the thorough bred mongrel. The latter appeals to me more than the former. The purity and simplicity of the pariah in fact is only a figure of speech, as a matter of observation he is sullied and crafty to a degree, and he makes up in willingness for what his brothers of ancient European descent possess in courage. The pariah never seems to be the friend of man. True he is kept by many Asiatics on terms of extraordinary intimacy in the household, where the bedroom appears to be as much his province as does the children's food, his portion, but he is always there to be kicked and cuffed, and he takes it as part of the daily round. In fact his existence is tolerated for his abilities in the watch dog direction, and anyone who has heard the row a few pariahs can set up in a native compound can appreciate the fact that he pays for what he takes into his mouth by the noise he emits therefrom. He is also occasionally licensed, may I might say he seems to be almost generally licensed. This is one of the cachets his owners always seem ready to give him, and the probability of his being licensed is in inverse ratio to the pleasantness of his condition. This can be easily ascertained by a casual visit to any well conducted dho by premises, for several pariahs will be found sunning themselves on the heap of dirty linen, in a condition which makes it impossible to discover what the general colour or clothing schemes of the brutes were in their earlier and less filthy days.

Of the thorough-bred mongrel it is possible to write more happily. He is not the gutter snipe that his native brother is. True, he has to submit to a discipline which would involve the pariah in brain troubles were he subjected to it, but then discipline is very good for him and it is very often discipline which makes him keep his tail up,—although it may not have been snipped in early youth—and retire before the enemy going backwards and growling instead of snaking. In fact there is a nobility amongst mongrels which has come about through long residence in a foreign clime. It is difficult, at times impossible, to discover what his progenitors were. If one can judge by these one sees the most favourite beasts to bring out here in days of long ago were the fox hound and the fox terrier, for any day of the week you may see their descendants "fox hounders," if a word may be coined, trotting up and down the streets. Their bodies are too heavy for the terrier, their jaws are too fine for the hound. They have as much keenness for bigger game as they have for rats, and they lumber along with the peculiar lops of the hound when going easy. There are of course many other varieties of the thorough-bred mongrel which shadow forth other types, but taken on the whole the terrier species seems to bulk largest. Withal it has to be admitted that they show splendid results if taken conscientiously in hand and fed with some regard to their teeth and muscles, and they are just as homely companions as their more finely built brothers of the west. Moreover, they have imbibed something of the keenness of the pariah in respect of native intruders and show a very fine discrimination at times in the direction of the wrongdoer. They suffer, one regrets to say, rather often owing to the carelessness of their masters who are apt to leave them unlicensed, and in such cases when they venture forth on to the high roads they do so at considerable peril. But there are many of them who have happy homes and quite appreciate the fact, and they do their duty in the matter of guarding in a thoroughly conscientious manner, and are proud to consider themselves very important members of the household.—*Miso in Singapore Free Press.*

THE HONGKONG STUDIO

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PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1905

[31]

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned, at 12.30 P.M. TO-MORROW, the 25th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 24th October, 1907. [107]

Intimations.

SUB-EDITOR AND REPORTER.

THERE is a vacancy for a SUB-EDITOR and REPORTER at "The China Gazette." No applications except from properly qualified men will be entertained. Good salary and prospects. Apply by letter only to the Editor of the "China Gazette," Shanghai, 12th October, 1907. [107]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Office, until 12 o'clock Noon, on TUESDAY, the 12th of November, 1907, for the Supply of GENERAL SUPPLIES, (A) (except Milk) including Indian Foodstuffs, for the period from 18th November, 1907, to 31st March, 1908.

Forms of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock Noon on the above date, in a closed envelope, marked "TENDER" on the outside.

The right to reject any or all Tenders is reserved.

Head-Quarter-Office,
Hongkong, 18th October, 1907. [102]

COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out as under—

On the slopes of Beacon Hill in a North-Westerly direction, between 8 A.M. and 1 P.M. on the 19th and 25th instant.

From Cooty's Pass in a Westerly direction towards Kiu-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instant.

F. H. MAY,
Colonial Secretary.
Hongkong, 14th October, 1907. [102]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 12.00 a.m. Every 15 minutes.
 12.00 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 10 minutes.
 5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CAR.
 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 10.30 a.m. Every 30 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 p.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 4th June, 1907. [50]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at FAST POINT. Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.
Hongkong, 22nd June, 1905. [16]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSIONERS.

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GROUND FLOOR,
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COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILER'S PATENT MOTOR
LAUNCHES,
&c., &c.

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FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [14]

Intimation.



A. S. WATSON & CO.,
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WATSON'S
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GENUINE AGE
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A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 24, 1907.

JAPANESE FINANCE.

To those who have followed closely the financial condition of Japan, it must have been apparent that the burden, which was being heaped upon the country by loan after loan culminating in the recent Manchurian Loan fiasco, was becoming too heavy to be borne by a country already weighed down by taxation. We are led to this consideration by the statement appearing in the well-informed *Japan Chronicle* that "recent expressions of opinion that the Japanese Government would be able to frame the next Budget without resorting to an increase of the already heavy taxation appear to have been rather too optimistic. If the financial scheme as now drawn up is carried out, there is little doubt but that a heavy deficit will have to be faced; and politicians and publicists alike are now generally agreed that to carry out the Government's proposals inevitably means the increase of taxation." Discussing the unsatisfactory prospect, the *Nippon*—a Tokyo journal which has recently taken up an attitude of opposition to the extension of armaments—maintains that if there is a deficit of ¥130,000,000 to be met, and the further issue of bonds is admittedly impossible, it is obvious that the only way left to raise this money is to increase the taxes. There is, however, one hope left; the deficit of ¥130,000,000 is not yet an established fact, and it may be possible to frame the Budget within the limits of the revenue so that no deficit remains to be made good. This highly desirable end may be attained, says the *Nippon* (and many will agree with the opinion), by restricting the expansion of Japan's armaments within reasonable limits, so that the burden borne by the people—already heavily taxed—will not be further increased. According to the *Chronicle* in the opinion of the vernacular contemporary, those who so actively support the policy of extending the nation's armaments should be called upon to give the people—who have to bear the burden—an explanation of the alleged advantages to be derived, and to show the people that the huge increase in taxation is justifiable. The so-called "positive" policy has nothing to do with the expansion of armaments, and Japan's present political position does not warrant the extension proposed. The mere general assertion put forward that armaments must be extended for the purpose of carrying out the "positive" or national policy cannot be accepted until it is clearly shown why the increase of armaments (with taxation) and

prosperity must, as is alleged, go together. Since the conclusion of peace with Russia, the situation in the Far East has been more settled and quiescent, and diplomacy has brought about new treaties and alliances which all tend towards tranquillity. The *Nippon* therefore contends that for the Japanese Government to insist upon the extension of armaments merely demonstrates its lack of perception and of control. In times of peace, such as the present, the energies of the nation should be directed towards peaceful ends—commercial and industrial development, and social improvement; the extension of military works should be projected only when there is reason to suppose that circumstances may arise in the near future which will justify the money and energy devoted to that end. The relations of Japan with all the great Powers are now on a cordial footing, yet the nation's armaments are being tremendously increased, simply to satisfy the ambition of the naval and military men at the head of affairs, who have no thought for the people who must pay the bill. These advocates of extension have not the vaguest idea when these armaments for which they are crying will be required for actual use; they simply hold the idea that a time may come when a big and powerful army and navy will be required, and that the proposed extension is essential to place the nation in readiness for war. The Army, practically stands independent of the State, remarks the *Nippon* in conclusion, and the military authorities are hastening the extension of this branch of the national defence regardless alike of the diplomatic situation abroad and of the financial difficulties which stand in the way. It follows, therefore, that the Army is no longer maintained for the State, but the State for the Army. The natural consequence is that the nation is faced with the prospect of a huge deficit, and of increased hardships imposed upon those least able to bear them. Such a state of affairs is intolerable, says our contemporary, and before there is any further discussion relating to the increase of taxation there must be a searching investigation into the cause of the deficit, and a full explanation—if such is possible—of the necessity for so enormous an expansion of armaments in time of peace.

LOCAL AND GENERAL.

THE German mail of the 25th September was delivered in London on the 23rd inst.

A CASE of plague occurred at 161, Queen's Road East, to-day. The patient, a Chinaman, is under treatment.

RECENTLY a party of Major-General R. G. Broadwood, C. B., Colonel C. H. Darling, C. B., assumed command of the troops in South China from the 25th October, inclusive.

ACCORDING to information obtained at the Kobe Meteorological Station, a slight shock of earthquake was registered at Kobe on the 11th inst. at about 3:52 a.m. Another shock was also experienced at about 8:17 p.m. on the 11th. It is stated that the centre of the disturbance was situated a long distance from Japan. The first shock was also felt at Osaka on the 11th inst. at the same time as in Kobe; the vibrations lasting for about 2.11 minutes.

THE Osaka Spinning Company proposes to issue debentures to the amount of ¥1,000,000 for the construction of a new factory containing 3,000 weaving looms and 17,000 spindles, at Shikwanjima, Osaka. The proposal will be laid before a special general meeting of the company to be held on the 27th inst. The new factory, which is expected to commence operations by about March next, will engage in the production of shirtings for export.

MR. Nishino Kazuo Hoken-Kaisha (Japan-China Fire Insurance Company), which was formed, with a capital of ¥15,000,000 during the recent business boom, chiefly through the influence of Baron Shibusawa, Mr. Magoshi and other leading business men, seems doomed to come to an untimely end. A general meeting of shareholders is to be called shortly to consider a proposal to wind up the concern. It is proposed to refund the guarantee money deposited by the shareholders to the amount of ¥75,000 with interest.

THE *Hankow Daily News* of 15th inst. says:—We regret to have to record the death of one of Hankow's oldest residents, Mr. Sorabjee, which sad event occurred late on Friday evening. Mr. Sorabjee was 75 years of age and had resided in this port for 25 years, during the whole of which time he was much respected by all residents with whom he came in contact. For the past six months he has been constantly ailing and as stated above passed away on Friday evening. The funeral, which was devoid of any ceremony, took place on Saturday afternoon at the cemetery and was largely attended.

As the result of a collision with another ricksha at the corner of Queen's Road and Ice House Street this afternoon, the puller of ricksha No. 96 had to be removed to hospital by the police. It would appear from the position of the vehicles when seen that ricksha No. 634, whilst attempting to negotiate the corner of Ice House Street ran into No. 96, which was coming round the bend. The result was that the shafts of 634 struck the coolie of 96 below the belt, bowling him over. The cries of the injured man soon attracted a crowd and the police, who assisted him into a chair and conveyed him to hospital. The driver of 634 was arrested.

FATAL AFFAIR ON THE "JAPAN".

CHINESE COOLIES AND INDIANS IN A FREE-FIGHT.

ONE MAN DIES AT THE CIVIL HOSPITAL.

One man—an unknown Chinese coolie—was killed and about five or six others more or less seriously injured, was the result of a free fight which occurred between a number of Chinese passengers and a gang of between twenty and thirty Indians on board Messrs. David, Sassoon and Company's Calcutta liner *Japan* on the 17th inst.

Although the fight took place several days ago, while the *Japan* was moored alongside the Lung Pagar wharf at Singapore, nothing seriously was thought of the encounter until yesterday afternoon when one of the coolies, who had taken part in the fight, died at the Government Civil Hospital in Hongkong. The news of the coolie's demise travelled quickly, and this afternoon a *Hongkong Telegraph* reporter was given the full particulars of the affair.

At about five o'clock on the afternoon of the 17th inst.—a few hours before she sailed for Hongkong—the *Japan* was moored alongside Lung Pagar. There were about 1,500 deck passengers on board, comprising mostly Chinese and Indian soldiers. Suddenly an uproar was heard coming from the direction of the after deck, and on going to investigate the officers of the ship saw a free fight taking place between a section of the Chinese passengers and the Indians. The natives, some of India had the best part of the fight while it lasted and brought into use all kinds of weapons, while the Chinese were seen hurling their cooking utensils about. The ship's officers took in the situation at a glance and, in five minutes they had separated the belligerents. The injured men were treated by the ship's doctor, who spent much time in patching broken heads. The *Japan* left for Hongkong on schedule time, and nothing untoward occurred on the voyage to Hongkong.

"The fight ended as quickly as it began," said a passenger to our representative. "When the fight started the policeman on duty at the wharf sounded his whistle, but before the land police arrived the fight had ended. The incident was not considered serious, as some of the men appeared to have been mortally injured."

The cause of the fight is not definitely known as yet, but it is alleged that it was brought about by an Indian, who, in seeking a comfortable spot for himself, dispossessed a Chinaman. This the other Chinese passengers resented. A quarrel ensued, which ended in blows.

On Tuesday morning last the *Japan* arrived in Hongkong, and all the injured Chinamen, who by this time it was supposed had one and all fairly recovered from the effects of the mix-up, went ashore. So far the incident was closed as far as the ship's officers were concerned. Last night, however, two police officers attached to the Water Police Station, went aboard the *Japan* to inquire into the matter. One of the Chinese passengers, it appears, had reported to the police that he had been assaulted on the *Japan*. He complained, we are informed, of feeling unwell and was sent to hospital, where he expired yesterday afternoon, the result of a ruptured spleen, it is surmised.

MANCHURIAN TRADE.

CLASS OF GOODS WANTED.

The class of goods for which Manchuria might furnish a profitable market for American exporters are outlined in a report from Consul General W. D. Straight, of Mukden, who writes:

With the exception of petroleum, piece goods, flour, and inexpensive articles of a general character, the importation of foreign goods into Manchuria is yet largely in the experimental stage. The country is sure to become an important purchaser of railway equipment and supplies. The South Manchurian railway has already secured a considerable amount of material from America, and much more will be required. Considerable progress has been made on the new line from Changchun to Kirin, a distance of 80 miles. Several other lines have also been planned. The substitution of improved modern machinery for the crude native implements now in use in existing industries, the principal of which are the distillation of spirits, flour milling, brick and tile making, and lumber manufacturing should prove a profitable field. For mining machinery Manchuria should in time afford a good market. The mountains are said to contain abundant and profitable quantities of coal, iron, copper, lead, silver, gold and asbestos, but little of which has thus far been exploited. Most of the iron articles in use by the Chinese are of native make and of the roughest and most inexpensive form, and for that reason nails, hardware, tools, small farm implements, wire fencing, and possibly the "simpler" kinds of labour-saving machinery might find a ready sale.

The class of implements for which Manchuria will ultimately constitute a large buyer are of an agricultural nature. It should be possible at once to begin the introduction of modernized ploughs, harrows, and cultivators. In order to demonstrate to the Manchurian farmer the utility of improved implements and to encourage their gradual adoption, the local viceroy has established at Mukden an experimental station, for which he has secured a number of American models of agricultural machines and is having them operated on a large tract of land in mind that the natives, before placing an order, is certain to demand an actual demonstration of the merits of a machine he might be desirous of purchasing. The securing of a suitable and centrally located tract of land in Manchuria and arranging for the exhibition of its machinery in actual operation might prove a good investment for an American manufacturer.

The market for glass lamps is rapidly growing with the increased use of petroleum for illuminating purposes. The present importations are practically all of Japanese make and retail at from 25 cents to \$1.50. For a long time there is also a slowly increasing demand, as well as for inexpensive grades of small-sized pieces of window glass.—*Daily Commercial and Trade Reports*.

THE FONG-SHING RISING.

DETAILS OF THE ATTACK.
AN OFFICIAL REPORT.

[From a Correspondent.]

Canton, 23rd October.
The rising at Fong-shing was quite sudden. All post-bellum investigations tended to prove that it was an impetuous rebellion aided by the mutiny of the Hang-kwan soldiery. But details of the rising vary a great deal.

Immediately after the arrival of H.E. Viceroy Chang to Canton, telegraphic dispatches were sent to Acting T. nai Wong Hui and other officials to make careful investigations concerning the cause and commencement of the riot. A telegraphic report by T. nai Wong and Sub-prefect, Hah-yik of Yumchow, which contains a full account of the true state of affairs, is now to hand. It tends to show that the complexity of the Hang-kwan soldiery is no supposition, but a fact. A translation of the telegram is appended:—

[To H.E. Chang, Jen Chun, Viceroy of Liang Kwang.]
The various reports made by Acting T. nai Wong at different times must have reached the Viceroy's yamen. Recently, we have heard evidences from the deceased magistrate's servants and the gentry of Fong Shing who, being eye-witnesses of the massacre, have come to Yumchow to be examined. The depositions given by these persons are reliable and may fairly be used to conclude the decision of the inquiry. They are as follows:—

The rising was first conducted by Chang Ho-ching who styled himself the "commander-in-chief of the southern regiment of the Chinese people." The rioters approached within a few miles of Fong-shing city.

Mr. Liang, a clerk at the magistracy, observing that the inhabitants were fleeing in large numbers, was the first to report the matter to the magistracy. While Liang was still talking with the magistrate, the rebels had already come up to the gates of the yamen. Mr. Sung, the magistrate, at once ordered his bodyguard to stand by the front gate and he himself went up to the watch-tower to direct the captain of the guard, Wong Lok, and the corporals, Wai Kwai-piu and Lai Tak-chi, to fire at the rebels.

Captain Wong, who was very strict with the discipline of those under him, was in great rage when he saw the corporals hesitating in the use of the fire-arms. They were remonstrated with and repeatedly ordered to fire. Then corporal Wai shouted to the soldiers "Ja Tien-kau" meaning "playing dominoes" the first two characters also mean "striking the air." Thereupon the soldiers fired three volleys into the air.

Mr. Sung, seeing the hopeless state of the defence as the mutiny of his bodyguard was apparent, ran from the watch-tower, and immediately afterwards, Captain Wong was foully shot to death by the corporals who mutinied with all the soldiers and joined the rebels. Then they rushed to the private apartments of the magistrate and seized him together with his whole family.

Corporal Wai was afterwards pursued and killed by the Government troops, while corporal Lai was captured by Captain Chang Fung-sun and tried by a Court formed of myself (Sub-prefect Hah), Commander Kwok Jen-cheong and acting magistrate Cheng. He gave out that he and the other three corporals were presented with 40 taels of gold-leaf by the rebel-leader. This sum was not divided equally among them. I is own share was 9 taels only. The captain was not murdered by him, but by corporal Wai and the soldiers. Commander Kwok, after sentence of death on this corporal and the two taken out to the street and beheaded before the people of Yumchow who were glad to see a traitor receiving his deserved punishment.

A SPECIAL general meeting last week of the Japan Spinning Company, of Osaka, after receiving a report, that the whole amount of ¥750,000, by which figures the capital of the company has been increased, had been paid up, adopted a proposal to issue debentures to the amount of ¥1,000,000 for carrying out an extension of the factory of the Ichinomiya Spinning Company, near Nagoya, which concern has been recently absorbed by the Japan Spinning Company. The extension referred to had been projected by the Ichinomiya Company before the amalgamation. Of the ¥1,000,000, to be raised by debentures, ¥750,000 is to be invested in machinery to increase the number of mule spindles by 22,300, and on the finishing machinery and a steam engine, while ¥250,000 will be spent on new buildings. The machinery, plant, and all other property of the company will be pledged as security for the debentures to be issued, in conformity with the Trust Law and the Manufacturing Factory Law. The issue price of the debentures is fixed at ¥98 for ¥100 face, and the paper will carry interest at 7 per cent. The debentures will be redeemed by three annual drawings after the lapse of three years from the date of issue.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 28th inst.
Indian (*Lightning*) 28th inst. p.m.
German (*Prinz Ludwig*) 29th inst. p.m.

The M. M. Co.'s s.s. *Tonkin*, with the next French mail, will leave Saigon on 15th inst. at 3 p.m. for this port.

The s.s. *Gleffare* which left hence on 30th Aug. for Calcutta, Iquique, and Japan ports, arrived at her destination.

The Apar Co.'s s.s. *Lightning* from Calcutta left Singapore yesterday afternoon, and may be expected here on or about 28th inst., evening.

ARMED ROBBERY IN THE NEW TERRITORY.

THREE MEN ON TRIAL.

At the Criminal Sessions this afternoon, his Honour, Mr. A. G. Wise presiding, three men—Cheung Kiu, Chan San and Cheung Sum—were charged with armed robbery, and receiving stolen property.

The accused pleaded not guilty to the charges. Mr. W. Rees Davies (Attorney-General), who was instructed by Mr. G. E. Morrell, of the Crown Solicitor's office, appeared for the Crown, while Mr. H. G. (although instructed by Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the defence.

The following jurymen were empanelled:—Messrs. E. Owen (foreman), S. A. Ahmed, J. Menzies, E. A. Coster, E. J. Chapman, C. B. Dayward and P. Buckle.

Outlining the case for the Crown, the Attorney-General said that if the jury were not satisfied that the prisoners were guilty of robbery it would be competent to bring them in guilty of being in possession of stolen goods. It was the duty of the prosecution to prove that the goods were stolen, and, having done so, the onus was on the accused to show how they came to be in possession of the property. He then went into the particulars of the case. The robbery took place at Tak Moon, a village in the New Territory. The woman, who was robbed, lived with her daughter-in-law in a house there. On the night of the 17th July last, she was awakened by a noise and saw five men enter the house through the skylight. One of the prisoners threatened to stab the woman if she called out. Being thus placed in fear of her life, they left her, and started to search the house. They broke open a box and took away \$32 worth of clothing. The woman identified all the prisoners. Later a search was made of the prisoners' houses and the stolen property was found in the possession of the first and third prisoners. No property was found in the house of the second accused.

Evidence was then called.

The case was adjourned until to-morrow morning.

CAPT. FRANCKE OF S.S. "DAKOTA".

SCATHING LETTER SENT MASTER ON LOSS OF VESSEL.

Washington, Sept. 23.
A scathing letter has been addressed by Supervising Inspector General Uhler, of the steamboat inspection service, to Capt. Emil Francke, who commanded the mongrel steamship *Dakota*, of the Great Northern Steamship Company, when that vessel was wrecked on the Japanese coast during a voyage to Yokohama from Seattle last March.

The letter was called forth by the appeal of Capt. Francke from the action of the local steamboat inspectors at Seattle in revoking his license. Gen. Uhler says in his letter that the wreck of the *Dakota* was due to incomprehensible carelessness on the part of her commanding officer, who was on the navigating bridge when the vessel struck the reef. He cites the fact that no soundings were made at the time, although the captain knew that the vessel was running unusually close to the shore in an effort to save time. He declares that the loss of the vessel was due solely to Capt. Francke's carelessness, and that there was no extenuating circumstances. A part of the letter follows:—

"I have carefully analysed and digested all the evidence adduced at the investigation by the board of local inspectors at Seattle, Wash., of the circumstances attending the loss of the steamship *Dakota* on Klukon reef, coast of Japan, at 5:04 p.m., March 3, 1907, and have followed the movements of the *Dakota* as noted in the evidence from noon of the day previous to the stranding of the vessel to the time that she was abandoned, and I am forced to the conclusion that the stranding of the vessel and the subsequent total loss was due entirely to your carelessness and indifferent navigation, as an hour before the disaster you assumed charge of the watch and took the bridge and directed the navigation of the ship yourself."

"The desire to make time seems to have been the paramount object at this particular time in the navigation of *Dakota* and in the consummation of this desire all precaution for safeguarding 'close courses' seem to have been thrown to the winds. No cross bearings seem to have been taken, or if taken they did not enter into the calculation of the ship's dangerous position, and the lead which is the careful mariner's reliance and the one sure and reliable safeguard when on soundings, the one precaution that if adopted would have justified your confidence in your ship's position, or have warned you of your miscalculation or your error in judgment, was absolutely ignored, and the millions of dollars worth of property was sacrificed by this negligence when your ship went ahead with the lead line dry."

"That no lives were sacrificed at the same time is due more to the favourable condition of the elements than to any precautions that were taken or to the discipline maintained upon this occasion."

Gen. Uhler suggests to all local inspectors that after Jan. 1 next Capt. Francke may be licensed as chief mate of ocean steamers, and after having served two years may again be licensed as a master.

Of two battleships, the *Satsuma* and *Aki*, four first-class armoured cruisers, the *Izumo*, *Tsukuba*, *Itaki* and *Kurama*, and nine second-class cruisers and dispatch boats, including the *Toi*, *Mogami* and *Yodo* (which are to be built for the Japanese naval extension on the third stage), the *Tsukuba* is already completed, and on service, the *Satsuma*, *Aki* and *Izumo* are in course of equipment, the *Kurama* was launched on the 21st inst. *Taka* on the 24th inst. and the *Yodo* on the 23rd inst., and the *Yodo* early in December.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE IMPERIAL POST OFFICES.

PROPOSED TRANSFER OF CONTROL.

[From a Correspondent.]

Canton, 24th October.

A Peking despatch received here to-day states that the Board of Posts and Communications are engaged discussing the question of the proposed transfer of the administration of the Chinese Imperial Post Offices from the Inspectorate General of Customs to that Board.

FRANCE IN YUNNAN.

THE VICEROY'S REPRESENTATIONS.

[From a Correspondent.]

Canton, 24th October.

Telegraphic advices from the capital report that H.E. Shek Liang, Viceroy of Yunnan and Kweichow, has made representations, by telegram, to the Waiwupu alleging interference by the French Consul in the management of the affairs of the Tang-Yuet (?) Railway.

The Viceroy requests the Board of Foreign Affairs to protest to the French Minister against such interference, in order to satisfy the people.

CHEKIANG RAILWAY

FOREIGN LOAN SANCTIONED.

[From a Correspondent.]

Canton, 24th October.

An Imperial decree was issued at Peking yesterday sanctioning the proposal for the raising of a foreign loan of £1,500,000 sterling for the construction of the Chekiang Railway.

The Decree states that the transaction is a large one, requiring diplomatic negotiations, but, nevertheless, the agreement for the loan should be signed as soon as possible.

A mass meeting was held at Chekiang yesterday and, as a result, the gentry and the people despatched telegrams of indignation to Peking and various Provinces.

It is probable that H.E. Wang Tai-sieh will be despatched to Chekiang as a special Commissioner to admonish the people and gentry against hasty action.

HONGKONG A CHECK.

OFFICE "BOY" SENTENCED TO LONG TERM.

Cheng Hing, an office "boy," formerly in the employ of Messrs. Cooper and Company, 34, Wyndham Street, was charged at the Criminal Sessions, which were continued this morning at the Supreme Court, before his Honour Mr. A. G. Wise, acting Chief Justice, that he had on the 6th ultimo forged a cheque for \$1,167 in the name of F. J. Kaung, his employer, made out on the Hongkong and Shanghai Bank, and on the 16th September attempted to cash it. The accused pleaded guilty to both indictments.

From particulars to hand it would appear that on the latter date the accused called at the Hongkong and Shanghai Bank and presented a cheque for \$1,167, payable to the order of F. J. Kaung, to a clerk named Chao Kam Yau. The cheque was then handed to Mr. Watson, who suspected it was a forgery. He summoned Mr. Kaung, who, on arrival at the bank, declared the cheque was a forgery, and on examining his cheque-book discovered one of his former missing. The accused was then arrested. On being searched by the police several sheets of tracing paper were found on him.

His Lordship—Is anything known to the police about this man?

Sergeant Fenton—No.

His Lordship—He held a position of trust? The Attorney-General—Yes, your Lordship.

His Lordship, addressing the accused, said that he had taken advantage of his position of trust. He was known to read and write English, and he will not be able to exercise that talent for some time. The prisoner was then sentenced to six years' imprisonment with hard labour.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE OPIUM QUESTION.

PROPOSED ACTION BY THE SHANGHAI MUNICIPAL COUNCIL.

PUBLICATION OF OFFICIAL CORRESPONDENCE.

[From Our Own Correspondent.]

Shanghai, 24th October, 1.15 p.m.

The official correspondence, on the subject of the Chinese anti-opium regulations, that has passed between the Municipal Council and the Foreign Consuls has been published.

The question will be discussed at the Ratepayers' Meeting to be held in February, 1908.

Meanwhile the Municipal Council advocates a proportionate reduction of licences, to be issued for opium smoking within the Settlement, by one-tenth of the existing number annually.

The reduction in licences will be made conditional on a corresponding reduction in the cultivation of poppy in China.

The Municipality has further resolved not to issue any additional licences.

[Kitter's.]

Mr. Morley on India

London, 22nd October.

Mr. Morley, in an important speech at Arbroath, said: "Our first task in India is to keep order and quell the violence of race creeds. It is the height of folly to say that whatever is good for Canada is good for India. The Democratic Constituencies of Britain are the rulers of India. Does anyone want me to telegraph to Lord Kitchener to disband the native army, to send home the British contingents, and to bring away the whole of the Civil Servants? How should we look in the face of the civilized world if we turned our backs on duty, and how bear the stings of conscience when we heard, through the dark distances, the roar and confusion of carnage in India?"

Later.

Oriental Labour in Canada.

At a great banquet in Ottawa, Mr. Kipling strongly deprecated the exclusion of Orientals, who, within a few hours of landing at Vancouver, were engaged for unskilled work which whites will not handle.

The influx of Asiatics was the natural concomitant of the Asiatic trade which Canada was trying to develop.

A Further Slump in New York.

A fresh heavy slump has occurred in New York, which is reflected on the European Bourses, owing to the National Bank of Commerce declining to clear after to-day for the Knickerbocker Trust, one of the oldest and largest Trusts in the United States.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 24th at 11.55 a.m.—The barometer has fallen rapidly in E. Japan, and risen moderately to considerably over China and W. Japan.

The depression is moving into the Pacific to the N.E. of Japan. The high pressure area is over Central China.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. winds, fresh; fair.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Loochoo, same as No. 2.
- 4.—South coast of China between Hongkong and Hainan, same as No. 2.

COLLISION IN THE HARBOUR.

"HONGKONG HOTEL" RAMS THE "LILY."

Mr. A. E. Davey, first boarding officer attached to the Harbour Department, told Commander Basil R. H. Taylor, R.N., Harbour-master, in the Marine Court, this morning, of a collision which took place in the harbour on Monday last between his steam launch, the *Lily*, and that belonging to the Hongkong Hotel Company.

As the result of the collision the coxswain, Ko Fuk, of the *Hongkong Hotel*, appeared before the Harbour-master to answer charges of making fast to the Pacific Mail steamer *Korea* while that vessel was under way in the harbour, and with disregarding the rules of the road. To both of these charges Ko Fuk pleaded guilty and asked to be forgiven.

At about eight o'clock on the morning in question, Mr. Davey said, he boarded the *Korea*. As he was shoving off from her starboard side the *Hongkong Hotel*, going apparently at half speed, came up from astern and collided with the *Lily*, hitting her on her starboard quarter. The force of the impact although strong did not do any serious damage. The coxswain of the *Hongkong Hotel*, he concluded, did not take any steps to avoid the collision.

Mr. J. W. Oxberry, the purser of the Hongkong Hotel, was on board the Company's launch when the collision occurred. He explained that when the collision appeared imminent the *Hongkong Hotel* was put hard astern. Referring to the charge of making fast to the *Korea* while under way he denied that that was so. The *Korea* had made fast to her buoy—in fact when he boarded the vessel the chief officer was on deck, which, Mr. Oxberry stated, went to show that the mail steamer was at anchor.

The Harbour-master said that the chief officer being on deck showed nothing, as he did not know the rules on board those vessels. It did not matter whether the *Korea* was made fast or not. The fact remained that the *Hongkong Hotel* was not properly handled, which resulted in the collision. He fined the accused \$10.

FOR THE SOUTH POLE.

THE SHACKLETON EXPEDITION.

PROFESSOR DAVID TO ACCOMPANY.

The Antarctic Exploration ship *Nimrod*, with the Shackleton Expedition on board, left Torquay on August 6, on its adventurous voyage, having the previous day been inspected at Cowes, Isle of Wight, by the King, Queen Alexandra, the Prince of Wales, and the Duke of Connaught. The King then decorated Lieutenant Shackleton with the Victoria Order, and hoped the "intrepid and difficult enterprise would be successful." The Queen presented Lieutenant Shackleton with her portrait and a silk Union Jack, with the remark, "May this lead you safely to the South Pole."

The *Nimrod*, once a schooner, now a barquentine yacht, with auxiliary engines, was built forty years ago, and has toughened every year. Built of teak for the Newfoundland seal hunting, her sides are immensely thick. Her bows are broad, and her beam all over is big. Down by the water her bows are cased in iron. If the ice catch her there it will lift, not crush her. She had two new masts put into her before sailing.

High up on the mainmast is the crow's nest—a nice warm barrel, suggestive of long, dreary perspectives over cold grey ice. With her auxiliary engines of 60 h.p. the *Nimrod* will be able to develop a speed of about seven knots. But her main source of dependency will be up in her sails. She is of 227 tons net register. The officers, scientific members of the expedition, and picked crew, will number 35 when she leaves Lyttelton for the chilly north. Many of the "staff" of the expedition were to leave London later and reach Lyttelton by ocean liner. On board are Mr. James Murray, biologist of the expedition; Mr. W. A. Mitchell, ship's surgeon and zoologist; and Mr. McCreary, who is to act as junior surgeon and zoologist of the landing party. The others who will join at Lyttelton are, in addition to Lieutenant Shackleton, Mr. E. Marshall, senior surgeon of the shore party and cartographer of the expedition. Sir Philip Brocklehurst, for survey work and field geology; Lieutenant Adams, in charge of the meteorological work; and Ernest Joyce, late a first-class petty officer in the Royal Navy, who did splendid work on the *Discovery* expedition. He will be in charge of the sleigh dogs. There will be 24 dogs and 12 Siberian ponies for him to handle, so that his days will not be idle. Great things are expected of the ponies, possibly in directions where dogs have so often failed before. There will also be on board a motor car. The car is not to carry the members of the expedition—with them it is a case of marching on foot. Its function will be to draw the sledges containing the impedimenta of the expedition. But in case the motor breaks down on the unaccustomed journey, the loads will be transferred to the ponies. These animals are very strong, capable of living on 11 lb of food a day, and will be quite at home in the Antarctic regions, for they are accustomed to living in exceedingly low temperatures.

The Admiralty, Lord Kelvin, and the Royal Geographical Society have presented or lent to the expedition many navigating and scientific instruments.

The *Nimrod* will base at King Edward VII. Land, where winter quarters will be established for a party of twelve with provisions for two years. The *Nimrod* will then return to New Zealand, doing a little exploration eastward on the way, if possible, before winter sets in. In January, 1909, she will go back to King Edward VII. Land to pick up the expedition. From the base on this island to the South Pole is some 700 miles. Two points nearest the Pole reached hitherto is 463 miles distant from it.

Professor David, of Sydney, will join the expedition on arrival at New Zealand.

CANTON DAY BY DAY.

RAILWAY AFFAIRS.

[From Our Own Correspondent.]

Canton, 23rd October.

The members of the board of directors of the Canton-Hankow Railway Company have sent a circular to the Nine Canton Charitable Institutions, the Seventy-two Guilds' Association and the Canton General Chamber of Commerce, and others inviting the officials of each to attend a meeting to be held at the company's office on the 26th instant, for the purpose of discussing the question of allotting the control of the various departments of the Company to the different members of the board, and to discuss questions concerning the Company.

CLAIM FOR COMPENSATION.

The people of the district of Ling Shan, in the prefecture of Yumchow, who suffered severe losses during the recent rising there, have sent a petition to H.E. the Viceroy reporting their losses during the disturbance and requesting compensation.

EX-VICEROY SHUM AGAIN.

A Peking telegram states that, as the rising in the prefecture of Yumchow has not yet been totally suppressed, the Empress Dowager asked the Grand Councilors who is considered to be the most suitable official to be appointed to hold the reins of government of the two Kwang Provinces at this juncture. Both T. E. Chang Chih-tung and Yuan Shih-kai replied that H.E. Shum Chua-huen is the most suitable official to govern the Kwang Provinces, as H.E. Shum had done very well when he was Viceroy at the Szechuan Capital and had shown ample proof of his ability. The Empress Dowager expressed doubt whether H.E. Shum is willing to rejoin the Imperial Government service since he had been so persistent in resigning before, but H.E. Chang and H.E. Yuan informed Her Majesty that H.E. Shum's reason for resignation was not on any other account than that of ill-health. After the above conference, the Empress Dowager decided to wire to H.E. Shum at Hangchow ordering him to at once proceed to the Capital, where Her Majesty will try and induce him to rejoin the service. From the above, it is the general opinion that this official will again have the opportunity of being Viceroy of the two Southern provinces.

THE YUMCHOW RISING.

By order of H.E. Viceroy Chang expectant magistrate Li Hui-chuen has arrived from Yumchow. Magistrate Li has furnished a report with full particulars to H.E. as to the origin of the present rising in that quarter, and in addition to his report, expectant magistrate Li submitted to the Viceroy some suggestions for the suppression of the bandits and for the carrying out of reorganisation work after the peace of the country has been restored. H.E. Viceroy Chang expressed much pleasure with the report and suggestions, and has in consequence sent telegraphic instructions to the officials at Yumchow to take the necessary steps to end the rising, upon lines as suggested by this official.

REGISTRATION OF CHAIR BEARERS.

It will be remembered that, at the beginning of last year, the coolies and chair-bearers of this city joined in a strike when they were requested by the Authorities to apply to the Police Department for licences which were issued free of charge, and solely with the object of weeding out the undesirable. Now the Police Department has again brought up the question of issuing licences to coolies and chair-bearers throughout the city of Canton and has drawn up a code of regulations for the purpose. This time it remains to be seen how these men will take the proposal for registration.

THE PRICE OF COPPER.

ITS DISTURBING FLUCTUATIONS.

The United States Metal Selling Company—the agency of the copper trust—announces the reduction of the price of electrolytic copper to 16 cents. The immediate cause is doubtless the difficulty and expense of carrying the enormous stock of copper which have accumulated. It is stated that banks have advanced about as much money on copper as they care to advance, and the trust is reducing the price in hopes to move the accumulation stocks. It also announces its determination to reduce its output by 50 per cent, which, of course, means the discharge of a great number of operatives. The cause of the surplus is twofold. First, the developed mines can produce more copper than the world can possibly use; and, secondly, the scarcity of money is preventing those extensions of electrical enterprises upon which the main market for copper depends.

The production of copper in this country during 1905 was 40,637 tons. The combined output for 1905 is not available, but the estimate toward the close of the year was 440,000 tons. In 1877 the output was but 21,600 tons and the progress of electrical extension since that time is marked by the almost regular annual increase to the figures of 1905. That there has been a regular overproduction as compared with the current requirements is proved by the wild fluctuations in the price of the metal. In 1866 the highest price for the spot metal in New York was 24 cents and the lowest 17 1/2 cents. But the price in 1866 was 24 cents, before the exploitation of copper began, and in recent years the "high" prices have varied from year to year by from 1 to 6 cents, and the variations between high and low in the same year have been about the same. In 1894 the price ranged from around 9 cents to around 10 cents in the London market. The stocks, of course, have shown similar fluctuations, as readers of sensational magazine literature will understand.

The supply of copper is "very abundant" and under free competition there would always be a tendency to overproduction. The trust has apparently not been able to prevent this. Believing, however, that it had the world at its mercy, it last year put up the price to an extraordinary figure and the world refused to buy. It is probably unable to buy, as the greatly increased cost of doing business is not only tying up all available capital but impairing the confidence of investors, who see no chance of success with present costs of construction.

THE INCREASED COST OF LIVING IN JAPAN.

PRICES OF RICE AND OTHER COMMODITIES COMPARED.

The present high price of rice is naturally attracting a great deal of public attention. In comparing the current cost of rice with that of other commodities, the *Osaka Mainichi* observes that the prices of all the necessities of life have continued to advance steadily of late years, particularly since the Russo-Japanese war. Taking the standard of 100 fixed some years ago, returns made by the Bank of Japan on the average rate of prices of commodities show that the average stood at 101.88 in January, 1904, but rose to 111.21 in January of the following year, to 119.18 in January of last year, and to 125.75 in January this year. Last month the average of prices rose to 132.54 (when the price of rice was forced up to the highest point ever reached), showing an advance of about 9 per cent, as compared with the rates in September of the preceding two years, and of 11 per cent. on the figures in September of 1904. As for rice, the rate, which stood at 107 in January of 1904, declined to 106 in January of the following year, and rose again to 119 in the same month of last year and to 131 this year. "The market of rice usually rises in September, when the stock of old grain becomes smaller and the new rice is shortly expected on the market."

The following figures show the fluctuation in the price of rice and barley in each month during the past few years:—

	1904.	1905.	1906.	1907.
Jan. Rice	107	106	119	131
Barley	182	183	139	137
Feb. Rice	113	104	119	134
Barley	209	190	126	137
Mar. Rice	111	103	130	134
Barley	205	194	105	133
Apr. Rice	109	101	29	132
Barley	194	194	99	127
May Rice	111	103	122	137
Barley	180	195	100	125
June Rice	111	101	126	139
Barley	148	166	95	117
July Rice	116	103	124	144
Barley	150	154	97	121
Aug. Rice	105	109	123	146
Barley	81	90	95	115
Sept. Rice	110	115	128	150
Barley	161	141	99	143
Oct. Rice	111	110	131	—
Barley	153	135	115	—
Nov. Rice	111	114	132	—
Barley	176	135	113	—
Dec. Rice	112	118	120	—
Barley	178	135	115	—

Our contemporary, in giving these figures, notes that barley, which ruled 205 in March, 1904, on account of the war, suddenly dropped upon the conclusion of hostilities, and went down to 90 in August, 1905. It revived a little last year, ruling at about 100. This year it began to advance as the price of rice has advanced, and it had reached 143 in September. The rice and barley markets fluctuate irrespective of the market of other commodities, the reason being that the grains are harvested once a year, and so the supply is limited. Hence the fluctuation in the demand materially affects quotations, which are always ruled by the results of the harvest.

Owing to marked business activity in 1895 consequent upon the Japanese successes in the Russo-Japanese war, and also to the attempt to create a "corner" in rice, quotations at the Dojima Rice Exchange (Osaka) rose to ¥2.60, or ¥1.70 on July 21st that year; but the "corner" collapsed on account of the exceptionally good harvest, and quotations declined to ¥0.30 or ¥0.40 on August 20th. In August, 1901, the cry was raised that there was a short supply and the rate was forced up to ¥1.30; but on the new grain appearing on the market prices fell again to about ¥0.10. The *Mainichi* points out that such heavy fluctuations are due in some degree to the action of speculators who suddenly release their rice; but the principal cause is large supplies suddenly sent to the market by the farmers. Farmers, when anticipating a rise in the market, are not inclined to part with their stocks, but certain quantities of rice cannot be long stored, while speculators are sometimes prevented from holding large stocks and are compelled to release their holdings, the market thus being brought into Osaka contemporary concludes that, in the circumstances, it is a fair belief that the rice market will be maintained higher than last year because all other commodities are higher in price. Farmers are gaining fresh knowledge of the principles of economy; they are now much more prudent in sending their rice to the market, and so the equilibrium is likely to be more steadily maintained in the future than in the past.

This appears somewhat inadequate ground on which to anticipate a decline in prices.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	20 1/2
Do. demand	20 1/2
Do. 4 months' sight	20 1/2
Do. 6 months' sight	20 1/2
Germany—Bank T.T.	150
Do. demand	150
Do. 4 months' sight	150
Do. 6 months' sight	150
India—Bank T.T.	173 1/2
Do. demand	173 1/2
Do. 4 months' sight	173 1/2
Do. 6 months' sight	173 1/2
Singapore—Bank T.T.	101 1/2
Do. demand	101 1/2
Do. 4 months' sight	101 1/2
Do. 6 months' sight	101 1/2

BUYING.

1 months' sight L.C.	21 1/2
3 months' sight L.C.	21 1/2
6 months' sight L.C.	21 1/2
12 months' sight L.C.	21 1/2
12 months' sight Sydney and Melbourne	21 1/2
4 months' sight France	266
6 months' sight	268
4 months' sight Germany	238
Bank of England rate	28 1/2
Bank of France	31 1/2
Bank of Italy	31 1/2
Bank of Spain	31 1/2
Bank of Portugal	31 1/2

OPTIM QUOTATIONS.

Today's quotations are as follows:—	
Malaya New	870/860
Old	880/870
Older	890/880
Patna New	915
Old	940
Renner New	800
Old	800
Patna (Paper)	800

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THE NEW TEN COMMANDMENTS FOR THE CHINESE PRESS.

The Board of Civil Administration in Peking has drafted a series of provisional press rules which may well be called the decalogue of the Chinese journalist. A newspaper press in China is comparatively a new thing, though in the *Peking Gazette* we have the oldest newspaper in the world at the present moment. Had China been left to herself there would have been no such thing as a daily paper from Peking to Yunnan even now. It is the advent of the foreigner which, with so many other things, has caused the introduction of up-to-date journalism. At first the reactionary element in China hated the sight of those little sheets which, emanating from the safe retreat of a foreign settlement, and actually or nominally the property of a foreign owner, came with their fearless criticism of all and sundry. But now-a-days there are none of the progressive element at any rate which are not eager for the progress of the development of the Chinese press. They see in it a means of national education more promising than anything else which could be put before them.

But it was to be expected that in the early efforts of unpractised men there should be much that was crude, much that might have been better, and a great deal that was to be deplored. Liberty became licence, and freedom of speech was abused. It was necessary, therefore, that there should be in China as in other lands a set of rules under which the press should be as free as circumstances permit but under which licence could be curbed and wrong of all kinds visited with condign punishment.

Such are the rules now before us. As we have said, there are ten of them. But of the ten there are but two or three which need discussion. It will be agreed by everybody that there should be some sort of licence issued before a paper is permitted to publish its first number. China is not England or America, and must not expect to spring full-fledged into a freedom which have won by long ages of political evolution. So also everybody will agree that each issue should be authenticated with the name of the publisher, editor, and printer. Regulations such as these are common in most lands. It is when we come to Article 11 that what may be contentious matter is found.

Even here it all depends on the manner in which the rules are read. For example, the first of the things prohibited is matter which insults the Imperial family. Now here is a regulation respecting which the first question will be: What constitutes insult? The door is open here for wide differences. In definition. A year or two ago, perhaps four or five) *Punch* astonished the English world by what our better nature told us instinctively was an error in taste, one of the few of which *Punch* has been guilty. Its cartoon represented the French nation in the guise of a monkey. Now such a picture in Germany would have passed without notice, for there is liberty allowed to the cartoonist; permits far broader things than that. But this is an instance of the difficulty in deciding what is and what is not insulting. Again, matters which affect the national dignity are taboo. So with those which disturb the public peace. In both these cases the regulation may be a curse or it may be a blessing. A curse if it forbids free discussion of what is good for nation to discuss, a blessing if it restrains licence and prevents yellow journalism, unfortunately one of the curses of western lands. China has the benefit of the experience of the rest of the world. If she is wise enough to examine carefully into the condition of the press in Western lands and to govern herself accordingly she will do well. She will then follow the *Times* rather than the *Daily Mail*, and in preference to sensation will choose truth and reason.

The prohibition of indecent matter is needed in China. In this respect China's practice is a long way behind her preaching. She knows what is right but does not practise it either in her daily conversation or her daily press.

That there should be no "giving away" of military or naval secrets is but an echo of the practice of the civilized world, and that all criticism of cases and *faits* should be forbidden is another wise safeguard borrowed from the experience of the west. How offenders against the regulations should be punished is entirely a matter for China to decide. She ought to know what will be effective in securing attention to her own laws, but the penalties now mentioned seem to us to err rather on the lenient than on the severe side.

On the whole, and if they are wisely administered, we think China is to be congratulated on the regulations laid down for her press. The secret of success will be the permission of the greatest possible freedom combined with an understanding between the authorities and the press that nothing should be said or done for the purpose of stirring up unnecessary trouble. Criticism there must be if the press is to do good, and criticism should in no case be put down if based on truth. With this freedom there should be a law of libel to keep it within due bounds. The standard which China should aim at is the British rather than any other, seeing that in that there is perhaps a better combination of reticence and progressiveness than is to be found elsewhere. The *Times*, for example, has for generations been the admiration of the world. But it will be long before China will develop a *Times*—Shanghai

Intimations

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IS ONLY WON BY GREAT ACHIEVEMENTS

D. & J. McCALLUM'S

PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY

FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS

That is why WHICH ONCE TASTED IS ALWAYS PREFERRED TO OTHER BRANDS

SIMPLY A CASE OF QUALITY & FLAVOUR

SOLE AGENTS

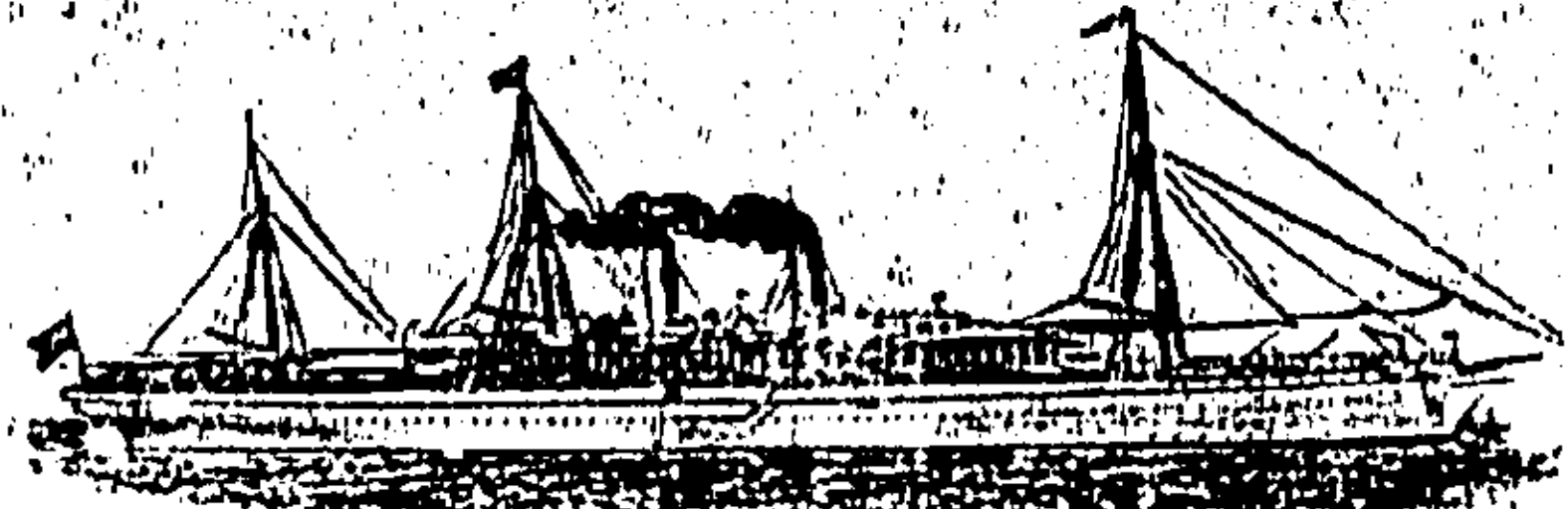
H. PRICE & CO., LD.,

WINE MERCHANTS,

38, Queen's Road Central,

Hongkong, 19th October, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF CHINA"	6,000	THURSDAY, Nov. 7th	Dec. 9th
"EMPEROR OF INDIA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. The through steamers to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River, New York, 27.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence 40. Via New York 42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LONGSANG	FRIDAY, 25th Oct., 4 P.M.
SAMARANG and SOERABAYA	ONGSA VG	SATURDAY, 26th Oct., 3 P.M.
SHANGHAI	KWONGSANG	SATURDAY, 26th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 1st Nov., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.	Single.	Return.
Hongkong to Singapore, 1st Class	\$ 65	\$ 100
Penang "	85	130
Calcutta "	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 24th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO & SHANGHAI	"CHINKIANG"	25th Oct., 4 P.M.
SWATOW & SHANGHAI	"SINGPO"	26th "
SWATOW & SHANGHAI	"SHAOHSING"	29th "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	29th "
MANILA	"TEAN"	29th "
HOIHOW & HAIPHONG	"SINGAN"	29th "
CEBU and LOILO	"BUNGKIANG"	29th "
CHEFOO & NEWCHWANG	"HANGHANG"	30th "
SWATOW & SHANGHAI	"YOOH W."	31st "
SWATOW & SHANGHAI	"KIUKIANG"	8th Nov., 4 P.M.
KOBE	"TSINAN"	25th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th October, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, Amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
KUHI	2540	Almond	MANILA	SATURDAY, 26th Oct., 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 2nd Nov., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th October, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Gr. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA	2nd Nov.
SCANDIA	2nd Dec.

Hongkong, 10th October, 1907.

Homeward.

HOHENSTAUFEN	30th Oct.
SILESIA	1st Dec.
SCANDIA	8th Jan., 1908.

[3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 1st October, 1907. [38]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. and TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing.
Kumeric	6,334	Cowley	16th Oct.
Shawmut	9,660	E. V. Roberts	6th Nov.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.
Queen's Buildings, Hongkong, 22nd October, 1907. [12]

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE" will be despatched for VLADIVOSTOCK (via SHANGHAI) on or about 26th October.

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 18th October, 1907. [11]

TOYO-KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	6,000	About End of Nov.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, Yok Building, Hongkong, 12th October, 1907. [15]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"
Captain J. G. Olmsted, will be despatched for the above Ports, on SATURDAY, the 26th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 18th October, 1907. [92]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"
Captain Charbonnel, will be despatched for the above Ports, on MONDAY, the 28th October.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 21st October, 1907. [10]

THE SHANGHAI RACES.

November 4th to November 6th.

IMPERIAL GERMAN MAIL LINE.

THE Steamship

"PRINZ LUDWIG,"
Capt. von Binner, is expected to leave for SHANGHAI on or about TUESDAY, the 29th instant.

For Passage, etc., apply to MELCHERS & Co., General Agents.
Hongkong, 21st October, 1907. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR BOSTON AND NEW YORK.

S.S. "This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.
Hongkong, 5th October, 1907. [64]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN-ON S.S. CO., LD.,
and SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [61]

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND TOILET REQUISITES
FOR SALE.

12, D'AGUIAR STREET, HONGKONG.
Hongkong, 3rd September, 1907. [66]

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 4th December, 1907. [57]

For Sale.

KUHNS & KOMOR'S
ART CURIOS STORE

will be RE-OPENED on the 7th inst., at No. 13, QUEEN'S ROAD (under Connaught Hotel),

AND A CLEARANCE SALE at GREATLY REDUCED PRICES

will be held to the END OF THIS MONTH.

INSPECTION CORDIALLY INVITED.
Hongkong, 2nd October, 1907. [88]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

Ex Factory.

In Bags of 250 lbs. net \$9.00 per Bag

Ex Factory.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 3rd October, 1907. [48]

SWATOW DRAWN WORK
COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 19th October, 1907. [82]

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st October, 1907. [60]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st October, 1907. [43]

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—
THE COMPADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central,
Hongkong, 22nd October, 1907. [90]

TO LET.

NO. 38, CAINE ROAD.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 16th October, 1907. [92]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., LD.,
Hongkong, 19th October, 1907. [93]

TO LET.

HOUSE NO. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPADORE,
Barretto & Co.,
Hongkong, 14th October, 1907. [66]

TO LET.

HATHERLEIGH, Conduit Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 15th October, 1907. [69]

WEATHER-FORECASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS. BASED ON LAST YEARS DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15 for 1 year ending 30.6.07 @ ex	4 1/2 %	\$665 sales
Do. (new)	40,000	\$125	\$125	\$1,750,000		2 1/2 3/16 = \$16.04		\$665a, new issue
National Bank of China, Limited	9,025	£7	£6	£12,735	\$71,203	\$2 (London 3/16) for 1903		\$52
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	250	\$1,075,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	11,000	£15	£5	£110,000	Tls. 185,539	Interim of 7/16 for account 1906 @ ex	6 %	Tls. 75 sales
Union Insurance Society of Canton, Limited	2,400	250	100	\$3,000,000	1,460,410	Final of \$12 making \$42 for 1905 and	5 1/2 %	\$765 buyers
Yangtze Insurance Association, Limited	8,000	100	50	\$1,000,000	\$461,467	Interim of 33/10 1906	7 1/2 %	\$165 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	100	100	\$1,000,000	\$362,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	1250	50	\$1,250,000	\$435,236	\$40 for 1905	13 1/2 %	\$300 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	25	25	\$7,000	505	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	50	50	\$3,500,000	Nil.	\$4 for year ending 10.1.07	10 1/2 %	\$37
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	15	15	\$1,500,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$900,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$2.24 per share	3 1/2 %	\$41 sellers
Do. (Deferred)	6,000			\$60,000				\$39 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,337	Interim of Tls. 12 for account 1907	12 %	Tls. 45 sales
Do. (Preference)	100,000	1	1	\$1,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	11 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	10	10	\$10,000,000	1,187	\$1.00 for year ending 30.4.1907	4 1/2 %	\$21 buyers
"Star" Ferry Company, Limited	10,000	10	15	\$1,000,000	53,957	\$0.50	4 1/2 %	\$104 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 98,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	100	100	\$2,000,000	19,218	\$8 for year ending 31.12.06	7 1/2 %	\$105
Luron Sugar Refining Company, Limited	7,000	100	100	\$700,000	118,935	\$3 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000		Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£110,000	£12,546	Interim of 1/16 for a/c year ending 28.2.07	4 %	Tls. 1530 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£11,358	No. 12 of 1/- = 48 cents		\$9 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	25	25	\$45,124	\$10,335	\$1.75 for year ending 31.12.06	11 %	\$16
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	50	50	\$500,000	3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67
Hongkong and Whampoa Dock Company, Ltd.	10,000	50	50	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$102
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 73 sales
Shanghai and Hongkew Wharf Company, Limited	6,000	Tls. 100	Tls. 100	Tls. 600,000	23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 200 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103 sellers
Astor House Hotel Company, Limited (Shanghai)	10,000	25	25	\$250,000	10,908	\$2 for year ending 30.6.07	9 1/2 %	\$23 sellers
Central Stores, Limited	50,123	15	15	\$751,845	19,178	\$1.80 for 1906	12 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	50	50	\$600,000	110,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	100	100	\$5,000,000	256,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	196
Humphreys Estate & Finance Company, Limited	10,000	10	10	\$1,000,000	51,567	80 cents for 1906	7 1/2 %	\$104 buyers
Kowloon Land and Building Company, Limited	6,000	50	50	\$300,000	57,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	Tls. 780,000	61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 buyers
West Point Building Company, Limited	12,500	50	50	\$625,000	11,519	Interim of \$2 for half year ending June 30th	8 1/2 %	148
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	64,986	Tls. 10 for year ending 31.10.1906	16 1/2 %	Tls. 60 sellers
Hongkong Cotton Spinning and Weaving Company, Limited	125,000	50	50	\$6,250,000	14,169	50 cents for year ending 31.7.07	4 1/2 %	\$104
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	36,321	Tls. 6 for year ending 30.9.06 (8 %)	11 1/2 %	Tls. 54
Laon-kung-shaw Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	50,663	Tls. 50 for 1906	17 1/2 %	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,075,500	£638	1 1/2 per share for 1906	9 %	164
Campbell, Moore & Co., Limited	1,200	50	50	\$60,000	19,000	\$3 for 1905	9 1/2 %	\$20 sellers
China Borneo Company, Limited	60,000	50	50	\$3,000,000	Nil.	\$1 for 1902		\$104 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	11,889	Final of Tls. 5 making Tls. 10 for 1905		16 buyers
China Light and Power Company, Limited	60,000	10	10	\$600,000	125,000	60 cents for year ending 28.2.06	9 %	\$9
China Provident Loan & Mortgage Company, Ltd.	100,000	10	10	\$1,000,000	185	80 cents for 1906	8 %	\$16 sales
Dairy Farm Company, Limited	25,000	50	50	\$1,250,000	12,974	\$1.30 for year ending 31.7.07	8 1/2 %	\$114 sales
Green Island Cement Company, Limited	400,000	10	10	\$4,000,000	110,804	Interim of 50 cents per share for a/c 1907	11 1/2 %	\$204 buyers
Hall & Holtz, Limited	21,000	50	50	\$1,050,000	115,003	\$2 1/2 for year ending 28.2.07	7 1/2 %	\$144 buyers
Hongkong Electric Company, Limited	60,000	10	10	\$600,000	52,953	\$1 per share for year ending 28.2.07	9 1/2 %	\$240 sales
Hongkong Ice Company, Limited	5,000	125	125	\$625,000	14,361	Interim of \$4 for 1 year ending June 30th 07	8 1/2 %	\$251 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	10	10	\$500,000	34,212	Interim of 80 cents per share for a/c 1907	9 1/2 %	Tls. 315 buyers
Maatschappij tot Nijverheid en Landbouwexploitatie in Langkai, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	115,10374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 1/2 %	\$12 buyers
Peak Tramways Company, Limited	25,000	50	50	\$1,250,000	22,655	\$1 per share opened from 19th Oct. to 30th Apr. 07		\$5 buyers
Peak Tramways Company (new)	50,000	10	10	\$500,000				
Philippine Company, Limited	67,500	10	10	\$675,000	11,34324	None		Tls. 107 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 40 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	9,751	Tls. 4 for 1905		Tls. 66 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	8,000	Final of Tls. 5 and Tls. 10 for 1906		
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 115 sellers
Shanghai Waterworks Company, Limited	8,175	20	20	\$163,500	85,592	Interim of 15/- for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,200	20	20	\$144,000	247,934	Interim of 1 1/3 for account 1907		\$22
Steam Laundry Company, Limited	20,000	5	5	\$100,000	1478	None	6 1/2 %	\$54
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	15,295	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
Union Waterboat Company, Limited	50,000	10	10	\$500,000	349	First year		\$12
United Asbestos Oriental Agency, Limited	10,000	10	10	\$100,000	51,360	80 cents on 5,000 ord. shares and \$10.80 on 100 Founders shares for v. end. 31.5.07	8 %	\$10
Watson, (A. S.) & Co., Limited	90,000	10	10	\$900,000	15,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11
William Powell, Limited	15,000	10	10	\$150,000	341	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907		\$54

* These shares are entitled to half of the profits.

MAILS.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "YARRA"

Captain Seller, will be despatched for
MARSEILLES on TUESDAY, the 29th
October, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-
S.S. ERNEST SIMONS.....12th Nov.
S.S. TONKIN.....26th Nov.
S.S. POLYNESIE.....10th Dec.
S.S. TOURANE.....24th Dec.
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th October, 1907. [30]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).
THE Steamship

"HEADLEY,"
will be despatched for the above Port, on
or about SATURDAY, the 26th October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th October, 1907. [35]

Intimations.

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&c. &c. &c.

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AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

Dewar's
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Whisky
without
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equal

Sole Agents, BUMANN & BERBLINGER,

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